

were issued to-day. During the year the company "received and sold for its own account 3,064,500 tons of coal, and transported for others 357,673 tons; total 3,421,063 tons, against 2,045,041 tons in 1878, an increase of 1,367,022 tons. The gross receipts from the sale of coal in 1879 were \$3,764,477, against receipts from the same source in 1878 of \$3,229,266—an increase of \$535,211, or less than 40 cents per ton for the increase of 1,367,022 tons. The expenses of mining and handing the coal in 1879 amounted to \$410,038, against \$431,450, the cost of mining and handing the smaller quantity of 1878—an increase of \$1,099,538, or \$861,347 more than the increase of receipts in 1879. The losses from the operations of leased railways in 1879 were \$182,503 less than in 1878. The net deficit on the year's business was \$30,613 in 1879, against \$57,591 in 1878.

The following are the comparative figures of the company's profit and loss account for the years 1878 and 1879:

EXPENSES.	1878.	1879.	Differences.
To Coal on hand, Dec. 31.	\$21,056	4,683,871	4,662,815
To Salaries, rents, salaries, and law expenses.	1,013,568	1,297,403	283,835
To Transportation.	1,419	1,650	231
To Freight of coal and car loadings.	220,458	93,709	-126,749
To Bonded expenses.	151,499	177,839	26,340
To Freight paid others.	397,037	742,790	345,753
To Harbor and yard expenses.	75,063	75,063	0
To General expenses.	181,372	265,711	84,339
Total expenses.	808,881	978,951	170,070
RECEIPTS.			
By Sale of coal to December 31, 1878, &c. \$5,229,266 \$5,764,477	Inc.	Inc.	-\$535,211
By coal sold. 30,613	41,215	1,926	-2,287
By Net earnings Pennington's.	889,228	505,063	-384,165
By interest on investments.	341,789	326,615	-15,174
By Miscellaneous.	80,146	88,668	8,522
By Dividends, Jan., 1879.	672,784	535,634	-137,150
Expenses.			
Totals.	871,205	875,540	4,335
DEBTORS.			
Bonds.	1,571	370	-1,201
Bonds.	1884, \$500,000	\$505,000	\$35,000
Bonds.	1881, \$480,000	\$480,000	\$0
Bonds.	1881, \$500,000	\$500,000	\$0
Bonds.	1917, 2,450,000-\$17,288,000	500,000-\$109,837,000	
Louisiana.	1855, Jan. 30.	1,045,000	
Pay. Jan.	785,403	711,436	-73,967
Deposits.	215,345		
Divid. and Int.	35,577	1,277,000	116,501
Notes payable.	170,500	114,301	-56,200
Total.	181,016	820,081	-\$20,061,361

There is little to say about to-day's stock market further than it was fair and irregular, despite plainly apparent efforts to sustain it. Speculators for a rise had the benefit of the announcement that on Monday next the Treasury would prepay the April interest on the public debt without regard to which was added the rumor that on the same day the Treasury would purchase \$3,000,000 of bonds. For the rumor there is probably not the slightest authority, because the Government's receipts do not warrant any such disbursement. Ohio and Mississippi and Pacific Mail were the special features of the early dealings, Ohio rising from 398 to 403, and Pacific Mail from 478 to 488; but, in the final business, the first-named stock shows a gain of only 8¢, while Pacific Mail closed with 4¢ decline. Later the coal stocks displayed the greatest strength, and Delaware, Lackawanna and Western rose from 923 to 94, Delaware and Hudson from 84 to 88, and New-Jersey Central from 85 to 86. There was a better tone among the grangers and their prices show small advances. Lake Shore, however, after an advance to 108¢ closed unchanged at 108¢, and Erie and Michigan Central show small losses. Nashville, Chattanooga and St. Louis was made more active, and whether or not any real business was done in it, the price was advanced from 80¢ to 94¢. The Southwestern list generally was only steady at fractionally higher prices. Northern Pacific and the St. Louis and San Francisco shares were heavy and lower because of the report of the Sun-bounding Committee of the Senate in favor of taking up the lands of such railroads as have failed to be completed in the time specified by the acts making land grants. Houston and Texas declined 2¢ per cent on unofficial reports that the earnings of the company are declining but the railroad stocks were a little higher. The market closed feverish and irregular.

The final changes from the closing prices yesterday are as follows: Advances—Alton and Terre Haute, 12¢; Chicago and Milwaukee, 2¢; Cincinnati, 3¢; St. Paul, 10¢; and preferred, Harnett and St. Joseph; C. & I., 7¢; Atlantic and Great Western, 3¢; Delaware, 4¢; Lackawanna and Hudson, 10¢; Erie, 4¢; and Western, 5¢; Northern Pacific, 2¢; St. Louis, 2¢; and San Francisco, 1¢. Declines—Ohio and Pennsylvania, 10¢; Erie, 4¢; and St. Louis, 4¢. The gross earnings of the following railroads are reported:

HANNIBAL AND ST. JOSEPH				
1770.	1770.	1770.	1770.	
Second week of March.	\$47,145	47,711	Inc.	\$225
Jan. 1 to March 14.	... 38,540	... 36,588		56,535
LOUISIANA AND NASHVILLE				
1879.	1880.			
First week of March.	\$12,075	5,154	Inc.	\$27,839
Jan. 1 to March 7.	888,059	1,304,723	Inc.	381,634
MINNEAPOLIS AND ST. LOUIS				
First week in March.	\$6,607	5,936	Inc.	\$2,943
CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS.				
1879.	1880.			
Second week of March.	\$46,100	55,630	Inc.	\$15,500
Jan. 1 to March 14.	708,475	921,061	Inc.	214,586
The receipts of 1879 and 1880 at the principal American ports to the 19th day of March were:				
Fri. Feb. 22. 1,753	1,753	1,719	1,714	
Fri. Mar. 1. 9,244	9,244	9,244	9,194	
Fri. Mar. 8. 163	165	163	163	
Fri. Mar. 15. 169	169	169	169	
Fri. Mar. 22. 171	171	171	171	
Fri. Mar. 29. 177	177	177	177	
Fri. Apr. 5. 180	180	180	180	
Fri. Apr. 12. 195	195	195	195	
Fri. Apr. 19. 206	206	206	206	
Fri. Apr. 26. 205	205	205	205	
Fri. May 3. 208	208	208	208	
Fri. May 10. 214	214	214	214	
Fri. May 17. 216	216	216	216	
Fri. May 24. 223	223	223	223	
Fri. May 31. 226	226	226	226	
Fri. June 7. 226	226	226	226	
Fri. June 14. 226	226	226	226	
Fri. June 21. 226	226	226	226	
Fri. June 28. 226	226	226	226	
Fri. July 5. 226	226	226	226	
Fri. July 12. 226	226	226	226	
Fri. July 19. 226	226	226	226	
Fri. July 26. 226	226	226	226	
Fri. Aug. 2. 226	226	226	226	
Fri. Aug. 9. 226	226	226	226	
Fri. Aug. 16. 226	226	226	226	
Fri. Aug. 23. 226	226	226	226	
Fri. Aug. 30. 226	226	226	226	
Fri. Sept. 6. 226	226	226	226	
Fri. Sept. 13. 226	226	226	226	
Fri. Sept. 20. 226	226	226	226	
Fri. Sept. 27. 226	226	226	226	
Fri. Oct. 4. 226	226	226	226	
Fri. Oct. 11. 226	226	226	226	
Fri. Oct. 18. 226	226	226	226	
Fri. Oct. 25. 226	226	226	226	
Fri. Nov. 1. 226	226	226	226	
Fri. Nov. 8. 226	226	226	226	
Fri. Nov. 15. 226	226	226	226	
Fri. Nov. 22. 226	226	226	226	
Fri. Nov. 29. 226	226	226	226	
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Fri. Dec. 27. 226	226	226	226	
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Fri. Oct. 23. 226	226	226	226	
Fri. Oct. 30. 226	226	226	226	
Fri. Nov. 6. 226	226	226	226	
Fri. Nov. 13. 226	226	226	226	
Fri. Nov. 20. 2				